

commodation on this floor would be equal in extent to that on the upper story (although the rooms are much less in height); the gallery in the centre, being of the same size as the Picture Gallery above it, was originally intended for a "sculpture gallery," and the difficulties that exist to its being properly lighted at present, would cease when the building became a gallery instead of a royal residence.

It is my conviction that, if the opportunity were given by the assurance of a proper resting-place being provided for works of sculpture, we should soon see presented to the nation the productions of a Flaxman, a Bacon, and a Chantrey, as fitting companions for the paintings of a Hogarth, a Reynolds, and a Wilkie; and whilst we possess the beautiful works of Correggio, Raffaele, and Claude, we might also hope to see among us, and under the same roof, the glorious conceptions in marble of their countrymen, the sculptures of a Michael Angelo and a Canova; nay, we might aspire yet higher, and as one of our national collections (the British Museum) contains the priceless treasures of a Phidias, we need not despair of seeing in another the work of a Praxiteles; and in the *Illustration* of this very day it is stated, that a "surprisingly fine" Greek statue of an Athleta or Apollo has been just brought in light in Greece; nor would it be an act unworthy of a British Parliament to encourage living sculptors to run a glorious race for immortality, by purchasing annually a certain number of their works.

The suggestion of Mr. Hume should not be lost sight of, viz. that part of the palace might be appropriated for a museum; and I would add the hope, that the relics might be such as would chiefly illustrate English history, for which sufficient materials would probably be presented in the course of the first twelve-month.

In point of accommodation for the national pictures, it is obvious that the exchange must be highly desirable, from the present limited allowance in Trafalgar-square, of three tolerably-sized rooms and two very small ones for nearly double the extent of space at once to be obtained; if only the state rooms of the upper floor of the palace are taken into account, with an opportunity of progressively increasing the accommodation as the pictures increase in number by occupying part of the north wing.

The national collection need not encroach upon the private residences of the departments of the Lord Chamberlain and Lord Steward, forming the terminations of the east front, nor set upon the private apartments at present used by her Majesty, and those lately occupied by her Royal Highness the Duchess of Kent, on the north side; thus much of the present palace might be retained for the use of the royal household,—a measure which would prevent the inconvenience of crowding too many establishments in a new palace, which therefore might assume more of the comfort of a private residence, and still have a proper proportion of state reception rooms.

I will venture once more to request a place in your pages, with reference to a new palace, not to offer a plan for one, which would be an impertinent intrusion on my part, uncalled for and unwarranted, but simply to submit a few remarks, which I hope will not be considered out of season; and trusting that a peaceful agitation of the subject may contribute to bring about the realization of a scheme which appears to have received much approving sanction, and which has to recommend it that true economy which consists, not in seeing for how small an outlay any given object may be obtained, but in so applying a sum of money, whatever the amount, that no after regret may be felt that it has failed in accomplishing its purpose.

GEORGE RUSSELL FRENCH.

Sussex Gardens, Hyde Park.  
5th September, 1846.

\* \* Plans and views of Buckingham Palace will be found in Mr. Leeds' continuation of Mr. Britton's "Public Buildings of London."

Sir Frederick Trench has favoured us with copies of papers on the subject of the palace, published by him as early as 1825 and 1832, to which we shall take occasion to refer hereafter.

## PROJECTED ALTERATIONS AT THE MANCHESTER INFIRMARY.

MANCHESTER GENERALLY.

THE idea of removing the Manchester Infirmary to the outskirts of the town has been almost abandoned, and a select number of local architects were lately applied to for plans for the enlargement of the present building. The existing structure, which we recollect occupies one of the finest sites in Europe, does not display any great architectural merit. It received its present form some twenty-years since, and whilst Sir Robert Smirke was busy with his style of Greek architecture in metropolitan buildings, a Manchester architect studied the town with duplicates, the idea being the end of a temple attached to the front of a factory. In the case of this particular building the error was still greater, for the front consisting, in fact, of two separate buildings, the infirmary and the lunatic asylum, no other way could be devised than by adding a portico of four Ionic columns to the first, or principal building, and a lower portico of six Doric columns to the asylum. As these porticos, despite the holes in the wall at the back of them, always passed for copies of the antique, people hardly dared to criticise; but as some suspicion nevertheless existed, that the front looked rather like one of the brute creation, which the vulgar say is without one of its ears, drawings were actually made for a duplicate wing. This idea, it seems, was not carried out, and probably it would only have made the central feature less striking than before. But it having become necessary to enlarge the building considerably, and the wing being no longer occupied by the asylum, it is proposed to extend the building in a corresponding position, so that the edifice will be exposed on three sides, and indeed may soon be completely isolated. Three plans were received embodying various proposals, of which the best that could be selected was by the architect before mentioned, who could suggest nothing better than fronts of the old character with the identical Ionic portico to each, in stone, truly, but on the system of plasterers' architecture, which we have before had to condemn. The Doric portico would be removed along with the building to which it is attached, which has to be remodelled for its new purpose, and we suppose the former would not be re-erected in any other part of the building. At a late meeting of the trustees, reported in the *Manchester Guardian*, some discussion took place, as to whether the principal front of the building should not be made to appear so, some of the speakers suggesting a six-columned portico in that front, and others that the columns at the ends should be attached. The architect, and the original movers, however, adhered to the first plan, as they considered that all would be principal fronts, but ultimately the motion passed with little modification. In former notices of architecture in Manchester, we have spoken of the evidence of great improvement in taste in that town, but judging from the particulars to which we have had access, and other means of information, we can only say, that should the project in question be carried out in the manner at present contemplated, that opinion must be considered to be an erroneous one.

The two great Catholic churches here are proceeding steadily. Many of the intended ornamental parts are left in rough blocks, till funds are forthcoming. As it is contemplated to remove the Lunatic Asylum from its present site at the Infirmary, a new building has to be erected, for which there will be a competition. The pond in front of these buildings will probably be filled up. At Pendleton, near the same place, the foundation-stone of a new independent chapel has been laid. The building is said to be 87 feet by 47 feet in external dimensions. The roof is to be formed of cast-iron principals. The front is said to be "designed after the example at Whitby Abbey," delineated in "Sharp's Abbey of Yorkshire." The building and fittings are to cost 3,500*l.* Mr. Richard Lane is the architect.—Another architect at Manchester adds the title of sanitary engineer to his other qualifications, in an advertisement.—The Manchester parks are found to answer their object admirably. Additional seats are to be provided, see-saws and swings for children, and circular swings, or "giant's strides." It has, however, been remarked, that the working-classes cannot as yet

derive all the benefit, which it is hoped they may from these parks, as they can be open only, for the most part, during the hours of labour. It is also regretted, that the Zoological Gardens, established for a similar object, to which we know their directors devoted incessant attention, were allowed to be given up, for want of a little timely assistance, and, perhaps, for one reason, because the mistaken principles of a majority amongst their shareholders prevented the working-classes deriving any benefit from them on the Sunday.

## RAILWAY JOTTINGS.

ON an estimate, or average, two hundred thousand labourers will be required on railways for years to come.—Although, during the last two years there has been a diminution of horses and carriages for private use, yet, notwithstanding the great increase of railways, it is an interesting, and probably altogether unexpected fact (and one, moreover, full of reviving hope for those unhappy "ships" who may have meditated suicide), that not only the post-horse duties, but the imposts on stage-coaches have increased, and probably will increase, though for shorter but more numerous stages, as the railway ramifications are more and more multiplied throughout the country.—The Great Western's "Great Western" "monster" engine, nicknamed by its stokers and drivers "The Russian," from its consumption of oil and tallow, and by the plate-layers "The Mangle," from its influence on the rails, has been already docked for general repair at an estimated cost of 500*l.* to 600*l.*—a considerable per centage on the 9,000 miles it may have run.—About fifty yards of the Marley Tunnel, on the South Devon Railway, have fallen in and killed four men, who were buried in the ruins, besides injuring others. The removal of the centre and uprights used in erecting the arch led to the accident, the masonry being erroneously considered to be sufficient and safe.—Strange to say, four men were also buried about the same time by the falling in of the roof of a portion of the tunnel of the Chester and Holyhead Railway, running under Upper Northgate-street, at Chester; only one man was killed, however, though all were injured.—The Snowmarket Morass, on the Ipswich and Bury line, is swallowing up all the materials, rails and all, so liberally thrown into the gulph, and gaping for more in divers places (see separate article).—The Syton and Peterborough Railway was opened as far as Melton on Tuesday last, and trains are now running daily between Melton and Leicester.—Along the Yorkshire and other railways, flocks of health-seekers are flying in all directions towards the watering places. From cheapness of travelling and other facilities this sort of traffic is every season on the increase.—The iron viaduct across the Tyne, in the line of the Newcastle and Berwick Railway, noticed in our last impression, is to be one, it is said, not hitherto equalled in size and magnificence. It is to consist of six cast-iron circular arches, with a curved approach at each end, and will, in fact, be a double bridge; the railroad on the summit, and a carriage road and two foot-paths suspended from the arches. The span of the arches will be 125 feet, supported on pillars 21½ feet high, and 14 inches square; and the approaches from both Newcastle and Gateshead will be 251 feet in length, and precisely similar. Two courses of 3-inch planking will be placed beneath the rails, between which will be a layer of Borrowdale's patent asphalted felt, to render them waterproof; and the carriage road beneath will be paved with wood to prevent vibration, and the foot-paths planked. Every arch will be completely erected on the contractors' premises by itself, when the engineer, Mr. R. Stephenson, will inspect and test its strength and fitness. The quantity of iron required will be about 6,000 tons. It is to be finished, so as to be available for public traffic, by the 1st August, 1848.—On the Glasgow and Greenock line of railway, third class passengers pay only a farthing a mile. An assistant of our own has gone daily, for months, from Greenock to business in Glasgow, a distance of between twenty and thirty miles, for sixpence each trip.—A letter from Homs in the *Nuremberg Correspondent*, quoted by the *Morning Herald*, states that a plan has been